

WHAT IS CLAIMED IS

1. Actuating arrangement for opening and closing hinged motor vehicle panels comprising a controllable fluid drive and an uncontrolled fluid drive, wherein the hinged motor vehicle panel is driven during opening from a starting position to a predetermined angle of opening by the controlled fluid drive and after reaching the predetermined angle of opening is driven into an end position exclusively by the uncontrolled fluid drive.

2. Actuating arrangement according to Claim 1, wherein the hinged motor vehicle panel is driven during closing from the end position to a further predetermined angle of opening by the controlled fluid drive and, after reaching the further predetermined angle of opening until the starting position is reached, the kinetic energy of the motor vehicle panel acts exclusively against the drive force of the uncontrolled fluid drive.

3. Actuating arrangement according to Claim 1, wherein the controlled fluid drive is controlled by a control unit and a sensor unit, the sensor unit arranged to detect a current angle of opening of the motor vehicle panel and to pass it on to the control unit.

4. Actuating arrangement according to Claim 2, wherein the controlled fluid drive is controlled by a control unit and a sensor unit, the sensor unit arranged to detect a current angle of opening of the motor vehicle panel and to pass it on to the control unit.

5. Actuating arrangement according to Claim 3, wherein the control unit, during opening of the motor vehicle panel, switches off the controlled fluid drive when the detected angle of opening of the motor vehicle panel corresponds to a first angle of opening.

6. Actuating arrangement according to Claim 4, wherein the control unit, during closing of the motor vehicle panel, switches off the controlled fluid drive when the detected angle of opening of the motor vehicle panel corresponds to a second angle of opening.

7. Actuating arrangement according to Claim 1, wherein the controlled fluid drive is a hydraulic unit which comprises a hydraulic group and a hydraulic cylinder.

8. Actuating arrangement according to Claim 1, wherein the uncontrolled fluid drive is a pair of gas springs.

9. Actuating arrangement according to Claim 8, wherein the two gas springs of the pair of gas springs are each disposed in an assigned water drainage channel outside a luggage compartment.

10. Actuating arrangement according to Claim 7, wherein the drive force of the hydraulic unit is transmitted via a drive lever to a lever of a hinge mounting the motor vehicle hinged panel.

11. An actuating arrangement for opening and closing a hinged panel of a motor vehicle comprising:

a controlled fluid drive operatively arranged on a body of the motor vehicle to control a movement of the hinged panel;

and

an uncontrolled fluid drive operatively arranged on the body of the motor vehicle to control the movement of the hinged panel;

wherein, during an opening movement, the controlled fluid drive is actuatable to move the hinged panel from a starting position to a first predetermined opening angle, after which point, the controllable fluid drive is deactuated, and the hinged panel is moved to an end position by the uncontrolled fluid drive.

12. The actuating arrangement according to Claim 11, wherein, during a closing movement, the controlled fluid drive is actuatable to move the hinged panel from the end position to a second predetermined opening angle, after which point, the controllable fluid drive is deactuated, and the hinged panel is moved by way of its kinetic energy acting against a drive force formed by the uncontrolled fluid drive to the starting position.

13. The actuating arrangement according to Claim 11, wherein the controlled fluid drive is controlled by a control unit and a sensor unit, the sensor unit being operable to provide a signal corresponding to a current opening angle of the hinged panel and to send the signal to the control unit.

14. The actuating arrangement according to Claim 12, wherein the controlled fluid drive is controlled by a control unit and a sensor unit, the sensor unit being operable to provide a signal corresponding to a current opening angle of the hinged panel and to send the signal to the control unit.

15. The actuating arrangement according to Claim 13,

wherein the control unit, during the opening movement of the hinged panel, is operable to switch off the controlled fluid drive when the current opening angle of the hinged panel corresponds to a first predetermined opening angle.

16. The actuating arrangement according to Claim 14, wherein the control unit, during the closing movement of the hinged panel, is operable to switch off the controlled fluid drive when the current opening angle of the hinged panel corresponds to a second predetermined opening angle.

17. The actuating arrangement according to Claim 11, wherein the controlled fluid drive is a hydraulic unit which comprises a hydraulic group and a hydraulic cylinder.

18. The actuating arrangement according to Claim 11, wherein the uncontrolled fluid drive comprises a pair of gas springs.

19. The actuating arrangement according to Claim 18, wherein each of the gas springs is disposed in a water drainage channel situated exterior of a luggage compartment of the motor vehicle.

20. The actuating arrangement according to Claim 17, wherein a drive force exerted by the hydraulic unit is transmitted via a drive lever to a lever of a hinge of the hinged panel.

21. An actuating arrangement for closing a hinged panel for a motor vehicle comprising:

a controlled fluid drive operatively arranged on a body of the motor vehicle to control a movement of the hinged panel;

and

an uncontrolled fluid drive operatively arranged on the body of the motor vehicle to control the movement of the hinged panel;

wherein, during a closing movement, the controlled fluid drive is actuatable to move the hinged panel from an end position to a predetermined opening angle, after which point, the controllable fluid drive is deactuated, and the hinged panel is moved by way of its kinetic energy acting against a drive force formed by the uncontrolled fluid drive to the starting position.

22. A method of opening and closing a hinged panel for a motor vehicle comprising:

providing a controlled fluid drive operatively arranged on a body of the motor vehicle to control a movement of the hinged panel;

providing an uncontrolled fluid drive operatively arranged on the body of the motor vehicle to control the movement of the hinged panel;

actuating the controlled fluid drive during an opening movement to move the hinged panel from a starting position to a first predetermined opening angle;

deactuating the controllable fluid drive when the first predetermined opening angle is reached; and

moving the hinged panel to an end position by the uncontrolled fluid drive.

23. The method of opening and closing a hinged panel according to Claim 21, further comprising, actuating the

controlled fluid drive during a closing movement to move the hinged panel from the end position to a second predetermined opening angle, deactuating the controlled fluid drive when the second predetermined opening angle is reached, and moving the hinged panel by way of its kinetic energy acting against a drive force formed by the uncontrolled fluid drive to the starting position.

24. A method of closing a hinged panel for a motor vehicle comprising:

providing a controlled fluid drive operatively arranged on a body of the motor vehicle to control a movement of the hinged panel;

providing an uncontrolled fluid drive operatively arranged on the body of the motor vehicle to control the movement of the hinged panel;

actuating the controlled fluid drive during a closing movement to move the hinged panel from an end position to a predetermined opening angle;

deactuating the controlled fluid drive when the predetermined opening angle is reached; and

moving the hinged panel by way of its kinetic energy acting against a drive force formed by the uncontrolled fluid drive to the starting position.